SHRI C.M. IBRAHIM : Sir, to make it independent tomorrow the report is required. If I say that it cannot be done, I have to observe certain formalities if I want to make it independent. Then comes the questions like who is the appointing authority or who are the Members or who will select them or whether I will select them or it goes to the Boards and then come the P.E.S.B., A.C.C., D.G.C.A. etc.

[Translation]

By the time the process is completed, I may not be in the office but the Report would not have come.

[English]

The system is such that even if I want a Chairman, I have to write about it and it goes with all the formalities and it will come after six months. Now, what I am trying to do is that instead of going to cut short this once, if we get the Committee report then we can immediately think of what my hon. friend Shri Mahajan has suggested to make it independent. If it is independent then the question of risking of Minister will not come.

So, I am suggesting it because railway safety comes to me. Railway safety reports, their auditing and appointments come under the Civil Aviation Ministry. These will definitely be taken into consideration and I will say that after getting the report I will take some decision on that.

SHRI E. AHAMED : Sir, we do appreciate the steps taken by the hon. Minister to improve the safety measures. But, at the very same time, I would like to ask the hon. Minister one important question. Is it a fact that the ageing aircraft like the Boeing 737 which was involved in the incident at Visakhapatnam and other places and the Airbus AB-300 are also the reason for the threat to safety of air journey? I want to know whether the Government will take into consideration the phasing out of these ageing, 20 or 23 years' old AB-300 aircraft which is really a threat to the safety of air journey and also the old and dilapidated Boeing 737 aircraft which no country will put into operation. But, unfortunately, the Indian Airlines is still having these aircraft.

There is another thing. The hon. Minister must be knowing as to what happened with regard to the accident of a private airline in Bangalore some time back. The engineering wing of some private airline is not functioning well. They are not giving the safety aspect the paramount consideration like the Indian Airlines or the Air India.

I would like to know from the hon. Minister as to what steps he would like to take in this matter and also about the suggestion given by my friend Shri Mahajan to make the D.G.C.A. independent and competent and also well-equipped like the F.A.A. in America.

SHRI C.M. IBRAHIM : Sir, as far as the Boeing 737 aircraft is concerned, it is 15 years' old according to international standards. I have already issued a direction what whichever aircraft is overaged.

[Translation]

So long as clearance is not given by D.G.C.A. and the engineering section, no airlines can operate its flights.

SHRI E. AHAMED : Such incidents have occurred thereafter also.

SHRI C.M. IBRAHIM : A machine is after all a machine. At times new machines also misfunction. While this was very old one. We are interested in replacing the old aircrafts with new ones as soon as possible.

[English]

I have already given the instructions. I have told the D.G.C.A. to have periodical inspections and even random inspection as to whether all aircraft, whether they belong to the Indian Airlines or the Air India or the private airlines are in good condition. He must have it and give a monthly or even weekly report which should be submitted to my Ministry as to how many aircraft they have inspected and what are the random inspections they have done strictly. They are taking all measures for this. As far as making the D.G.C.A. independent, I have already taken up this matter into consideration.

After getting the Air Marshall Seth Committee Reprt, we will definitely look into it and then, we will take a further decision on it...*(Interruptions)*

MR. DEPUTY-SPEAKER : There have already been five supplementaries.

(Interruptions)

MR. DEPUTY-SPEAKER : This is a decision of the House not to have more than five supplementaries on any question.

(Interruptions)

SHRI TIRUCHI SIVA : You are not encouraging the youngsters...*(Interruptions)*

KUMARI MAMATA BANERJEE : In such a case, you should allow an half-an-hour discussion. ...*(Interruptions)*

MR. DEPUTY-SPEAKER : I am sorry.

Regularisation of Casual Labourers

*204. SHRI JAGDAMBI PRASAD YADAV :
SHRI K.H. MUNIYAPPA :

Will the Minister of RAILWAYS be pleased to state:

(a) whether the Government propose to regularise the services of a large number of casual labourers in his Ministry during the current financial year;

(b) if so, the details and financial implications thereof;

(c) whether casual labourers rendered jobless due to closure of Steam Loco Sheds in the country are also proposed to be rehabilitated; and

(d) if so, the details thereof?

[Translation]

THE MINISTER OF STATE IN THE MINISTRY OF RAILWAYS (SHRI SATPAL MAHARAJ): (a) to (d) A statement is laid on the Table of the Sabha.

STATEMENT

(a) and (b) It has been decided to regularise the services of all of about 56000 casual labour on roll as on 30.4.96 on the Railways by 1997-98 and necessary instructions have been issued to all the Railways/Units to do the needful accordingly. As these casual labour are already on roll and are mostly on regular scales of pay, there will not be any immediate additional financial implications.

(c) and (d) Any casual labour engaged by the Railway rendered jobless due to closure of Steam Loco Sheds as are borne on the live registers of supplementary live registers are eligible for re-engagement on availability of further work.

...(Interruptions)

[English]

MR. DEPUTY-SPEAKER : Please take your seats.

[Translation]

SHRI JAGDAMBI PRASAD YADAV : Mr. Deputy Speaker, Sir, it has been reported that there are 56000 casual labourers. I want to know whether there was any other rule, apart from the one you have mentioned which was applicable as on 30.4.96 and on the basis of which you might have arrived at the above mentioned figure. Because there is another rule in the Railways that in regularising the services of such employees who have put in 120 days of work. So this is one rule and another rule is there about those enrolled on registers. As the work relating to handling and loading of coal and removing ash is undertaken by the co-operative labourers and contract labourers, they would also have been rendered jobless. Have you prepared any list of such labourers and how many labourers out of 56,000 labourers would be re-engaged by 1997-98?

THE MINISTER OF RAILWAYS (SHRI RAM VILAS PASWAN) : Mr. Deputy Speaker, Sir, as on 30.4.96, 56,000 casual labourers have been identified and we have decided to regularise all of them by 1997-98. The first stage of scrutinising is in progress. Not even a single labourer would be left out. So far as the progress of work is concerned, we can regularise all the labourers within three months but we faced the constitutional problem regarding the number of SC & ST labourers out of these 56,000 labourers. If their number is found to be as per the required quota, there should not be any problem, however if their number falls short of the required quota, we will have to make fresh appointment. If does not mean that these 56,000 employees would not be regularised. The scrutiny is being undertaken to find out the number of Scheduled Caste and Scheduled Tribes employees who are to be made permanent. Scrutiny of approximately four and a half thousand or five thousand cases has already been completed. Our target is to take up the cases of 30,000 employees by March and the rest of the cases will also be disposed of by 1997 and after meeting our target, we will take up the cases of those on live registers. As you have also mentioned that steam engines are no longer being used, only the Diesel engines and electric locomotives are being used now. Hence there is a large number of labourers rendered jobless. Although they were not Railway labourers, they were only contract labourers, still we are going to consider their cases sympathetically.

SHRI JAGDAMBI PRASAD YADAV : My question is that there is a provision for those having put in 120 days of work and you have determined the number of labourers as on 30.4.1996. Whether such labourers, who have put in 120 days of work would be taken into account or not? You have not informed as to how many labourers have been rendered jobless because of closure of steam loco shed. Besides not a single appointment has been made so far.

SHRI RAM VILAS PASWAN : Mr. Deputy Speaker, Sir, as I stated earlier, approximately five thousand labourers have been made permanent and 30,000 labourers are going to be made permanent by March. As for the provision regarding 120 days' work, those who complete 120 days of work start getting certain facilities. They are then considered temporary casual labourers and after 360 days of work, they start getting other facilities as well.

12.00 hrs.

Right now, the casual labourers are getting those facilities. After being absorbed on permanent basis, they would get the same facilities as are extended to Fourth Grade employees. Secondly, you have enquired about the employees rendered jobless due to phasing out of steam engines. Shri Basu Deb Acharia and some other hon'ble members have also raised this issue and we are considering it separately. But those who have the foremost right in this regard, are being given the benefits first. As for the number of such labourers, according to the report put up before the Committee, their number was 6000 in 1993 or 1994 which has come down.

SHRI JAGDAMBI PRASAD YADAV : I want to enquire about those who are engaged in loading of coal in loco shed.

SHRI RAM VILAS PASWAN : Those who are engaged by Railways would be counted as casual labourers. Besides, some labourers are engaged through private contractors and Hon'ble Members have raised

their issue quite vehemently. This list of contract labourers is not usually available with the Railways but the Railways have got hold of the list of such labourers and after taking charge of this Ministry, I have decided to have them re-instated and to consider their cases.

WRITTEN ANSWERS TO QUESTIONS

[Translation]

Air Services for U.P. Cities

*205. SHRI ASHOK PRADHAN : Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether all the major cities of Uttar Pradesh have been linked with air-services;

(b) if not, the reasons therefor;

(c) whether requests have been made by the Government of Uttar Pradesh, several political organisations and representatives of people to construct some airports in the State;

(d) if so, the details thereof;

(e) whether any steps have been taken/proposed to be taken in this regard; and

(f) if so, the details thereof and if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) :

(a) Indian Airlines is operating scheduled services to Agra, Varanasi and Lucknow. Sahara India Airlines operates to Lucknow and Varanasi. Private airlines used to operate to Allahabad and Kanpur, but have suspended operations recently.

(b) Does not arise.

(c) and (d). Requests have been received for construction of airports/operation of flights from Bareilly, Chitrakoot, Faizabad, Jaunpur and Kashipur.

(e) and (f). Bareilly is a defence airfield and there is no civil enclave. Construction of new airports at Chirtrakoot, Jaunpur and Kashipur, which are located within a short distance from existing airports is not economically viable. Faizabad has an airport which belongs to the State Government. No airline has shown interest in operating scheduled services to either Bareilly or Faizabad.

Patriotic Films

*206. SHRI PANKAJ CHOWDHARY :
SHRI MAHESH KANODIA :

Will the Minister of INFORMATION AND BROADCASTING be pleased to state:

(a) whether there has been a decline in the production of patriotic films;

(b) if so, the reasons therefor;

(c) the number of patriotic films produced and telecast during the last two years;

(d) whether the Government propose to promote the production of such films in future; and

(e) if so, the details thereof?

THE MINISTER OF CIVIL AVIATION AND MINISTER OF INFORMATION AND BROADCASTING (SHRI C.M. IBRAHIM) : (a) and (b) the production of feature films is mainly in the private sector and the producers themselves decide the themes of their films. However, a person desiring to exhibit a film has to obtain a certificate from the Central Board of Film Certification. The Board does not classify the theme of a film under the category 'patriotic'. Therefore, it is not possible to say whether there is any increase or decline in the production of 'patriotic' feature films. In the recent past, there were some films which had elements of patriotism in them such as "1942 A LOVE STORY", "HINDUSTANI", "SAZA-E-KALAPANI","THE MAKING OF THE MAHATMA", etc.

In so far as documentary films produced by the Films Division are concerned, the Division has, since its inception, produced and continues to produce films on freedom struggle, freedom fighters and patriots. These include films on Mahatma Gandhi, Lokpriya Gopinath Bardoloi, Sheikh Abdullah, Asaf Ali, Rafi Ahmed Kidwai, Chaudhary Charan Singh Morarji Desai, Acharya Vinoba Bhave, etc. There is no decline in production of such films by the Films Division.

(c) The information is not available in respect of feature films in view of parts (a) and (d) above. However, the number of documentary films/newsmagazines on freedom struggle, freedom fighters and patriots produced by the Films Division during 1994-95 and 1995-96 is 20. These films are also meant for telecast by Doordarshan.

(d) and (e). As mentioned above, the production of feature films is mainly in the private sector and it is for the producers to choose the themes. It is not the policy of Government to intervene in this regard.

The following documentary films are on the production programme of the Films Division:-

1. M.N. Roy (Parts I and II)
2. Babu Jagjivan Ram
3. Sardar Patel
4. Andhra Kesari T. Prakasam
5. Amar Shahid Bhagat Singh
6. Manapursh Shankar Deva
7. Jyoti Prasad Agarwal
8. Dr. Radhanath Rath
9. Baba Prithivsingh Azad
10. Gandhiji Through the Eyes of Cartoonists
11. Gandhiji as an Universal Man